

FIG. 1A

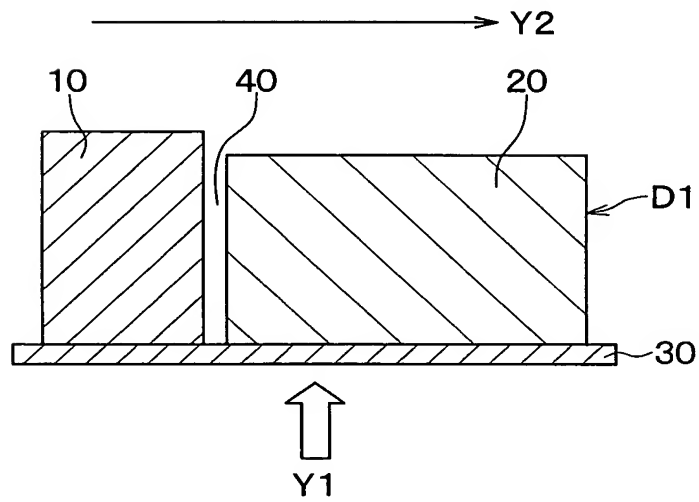


FIG. 1B

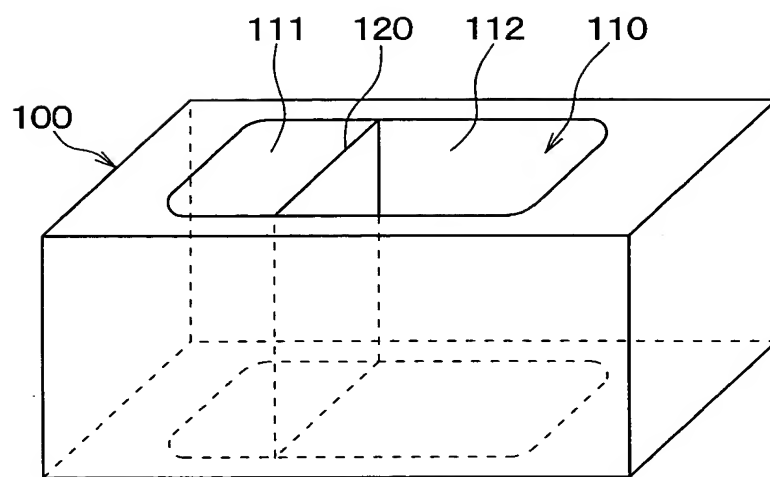


FIG . 2

RAW MATERIAL	COMPONENTS	AMOUNT OF EACH COMPONENT (wt %)											
		EXAMPLE 1			EXAMPLE 2			COMPARATIVE EX.1			COMPARATIVE EX.2		
		LOW $\mu$ MATERIAL	HIGH $\mu$ MATERIAL	HIGH $\mu$ MATERIAL	LOW $\mu$ MATERIAL	HIGH $\mu$ MATERIAL	HIGH $\mu$ MATERIAL	LOW $\mu$ MATERIAL	HIGH $\mu$ MATERIAL	HIGH $\mu$ MATERIAL	LOW $\mu$ MATERIAL	HIGH $\mu$ MATERIAL	COMPARATIVE EX.3
FIBER BASE MATERIAL	ARAMID FIBER	25	15		25	15		25	15		25	15	15
	COPPER FIBER	5			5			5			5		5
	STEEL FIBER		10			10			10			10	10
FRICTION REGULATING AGENT AND FILLER	GRAPHITE	10	5		10	5		10	5		10	5	5
	CASHEW DUST	10	10		10	10		10	10		10	10	10
	CALCIUM HYDROXIDE	2	2		2	2		2	2		2	2	2
	ALUMINUM		5		2	6			5		4	0	1
	MICA	15	15		15	15		15	15		15	15	15
	BARIUM	23	28		25	26		23	28		23	28	28
BINDER	PHENOL RESIN	10	10		8	12		10	10		10	10	10
FRICTION COEFFICIENT		0.35	0.45		0.40	0.46		0.35	0.45		0.44	0.46	0.38
YOUNG'S MODULUS		200	800		150	1000		200	800		200	800	800
SLIT WIDTH		1 mm			4.5 mm			0.5 mm			2 mm		
											3 mm		

FIG. 3

	EXAMPLE1	EXAMPLE2	COMPARATIVE EX.1	COMPARATIVE EX.2	COMPARATIVE EX.3
NOISE GENERATION RATE (%)	0	2	0	50	0
BRAKE EFFECTIVENESS	SUFFICIENT	SUFFICIENT	SUFFICIENT	SUFFICIENT	INSUFFICIENT
POST-BRAKING TEST BRAKE NOISE	0	2	0	50	0
POST-BRAKING TEST BRAKE EFFECTIVENESS	SUFFICIENT	SUFFICIENT	INSUFFICIENT	SUFFICIENT	INSUFFICIENT

FIG. 4